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FOREIGN TECHNOLOGY DIV WRIGHT-PATTERSON AFB OHIO
AND INTO THE COLD, AND INTO SNOWSTORM, (U)
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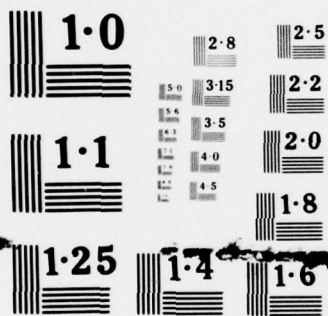
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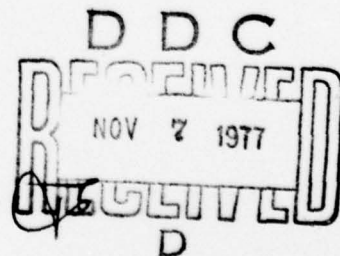
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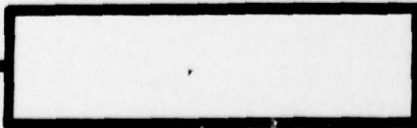
AND INTO THE COLD, AND INTO SNOWSTORM

by

N. Parfenov



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Block	Italic	Transliteration	Block	Italic	Transliteration
А а	А а	A, a	Р р	Р р	R, r
Б б	Б б	B, b	С с	С с	S, s
В в	В в	V, v	Т т	Т т	T, t
Г г	Г г	G, g	У у	У у	U, u
Д д	Д д	D, d	Ф ф	Ф ф	F, f
Е е	Е е	Ye, ye; E, e*	Х х	Х х	Kh, kh
Ж ж	Ж ж	Zh, zh	Ц ц	Ц ц	Ts, ts
З з	З з	Z, z	Ч ч	Ч ч	Ch, ch
И и	И и	I, i	Ш ш	Ш ш	Sh, sh
Й й	Й й	Y, y	Щ щ	Щ щ	Shch, shch
К к	К к	K, k	Ъ ъ	Ъ ъ	"
Л л	Л л	L, l	Ы ы	Ы ы	Y, y
М м	М м	M, m	Ь ь	Ь ь	'
Н н	Н н	N, n	Э э	Э э	E, e
О о	О о	O, o	Ю ю	Ю ю	Yu, yu
П п	П п	P, p	Я я	Я я	Ya, ya

*ye initially, after vowels, and after Ъ, Ы; e elsewhere.
 When written as ë in Russian, transliterate as yë or ë.
 The use of diacritical marks is preferred, but such marks may be omitted when expediency dictates.

GREEK ALPHABET

Alpha	A	α	•	Nu	N	ν
Beta	B	β		Xi	Ξ	ξ
Gamma	Γ	γ		Omicron	Ο	ο
Delta	Δ	δ		Pi	Π	π
Epsilon	E	ε	•	Rho	Ρ	ρ •
Zeta	Z	ζ		Sigma	Σ	σ •
Eta	H	η		Tau	Τ	τ
Theta	Θ	θ	•	Upsilon	Υ	υ
Iota	I	ι		Phi	Φ	φ •
Kappa	K	κ	•	Chi	Χ	χ
Lambda	Λ	λ		Psi	Ψ	ψ
Mu	M	μ		Omega	Ω	ω

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RUSSIAN AND ENGLISH TRIGONOMETRIC FUNCTIONS

Russian	English
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sin	sin
-----	-----

cos	cos
-----	-----

tg	tan
----	-----

ctg	cot
-----	-----

sec	sec
-----	-----

cosec	csc
-------	-----

sh	sinh
----	------

ch	cosh
----	------

th	tanh
----	------

cth	coth
-----	------

sch	sech
-----	------

csch	csch
------	------

arc sin	\sin^{-1}
---------	-------------

arc cos	\cos^{-1}
---------	-------------

arc tg	\tan^{-1}
--------	-------------

arc ctg	\cot^{-1}
---------	-------------

arc sec	\sec^{-1}
---------	-------------

arc cosec	\csc^{-1}
-----------	-------------

arc sh	\sinh^{-1}
--------	--------------

arc ch	\cosh^{-1}
--------	--------------

arc th	\tanh^{-1}
--------	--------------

arc cth	\coth^{-1}
---------	--------------

arc sch	sech^{-1}
---------	----------------------------

arc csch	csch^{-1}
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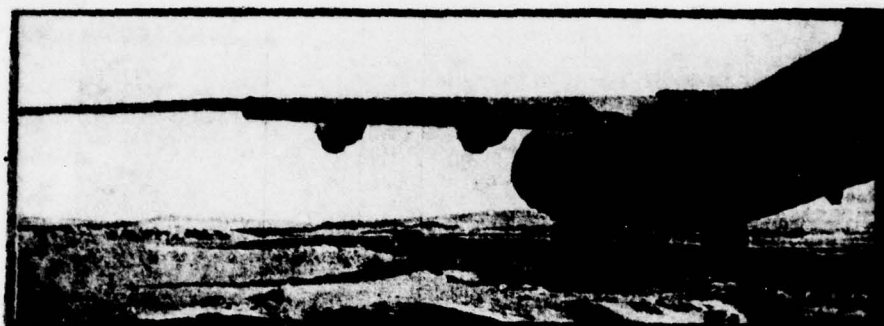
rot	curl
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lg	log
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And into the cold, and into snowstorm.

Chief Petty Officer N. ^{Parfenov}~~Parthenon~~.

Pages 22-23.

Speaking about contemporary aviation, frequently they use word "all-weather". Actually, into snowstorm and continuous snowfall, mist/fog or rain - into any bad weather it is possible to hear overhead the confident hum of airplane engine. Up to instant of touchdown clever and precise with boron error-free they derive aircraft on landing strip. But is ready it for rendezvous with the earth/ground? It is more accurate, always whether is ready the earth/ground to accept fearless air wanderer? Indeed takeoff and landing/fitting still very in many respects depend on quality and state of area/site. In order that aircraft always could without delay take off and satisfactorily land, takeoff and landing strip must be

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contained in constant readiness. This task is entrusted on us, the specialists of airdrome-technical service.

Takeoff and landing strip - runways - the whole vast economy. Together with spare band, taxiways and parking areas, the effective area of airfield composes several dozen hectares. Yes plus even siding tracks. Especially it feels with difficulty in winter. Abundant snowfalls, the temperature differentials, which cause glare ice, meteli.... Element considers neither the order of day nor the flight schedule nor with human fatigue. Therefore in order that airfield always would be in constant alert, with the total voltage of forces, skillfully, and now and then also been selfless work my colleagues.

Success is feasible with the observance of three basic conditions: the constant faultless content of handling technique; the modern knowledge of the special feature/peculiarities of its operation; the skillful organization of studies and work of personnel, honesty during the execution of assigned mission.

"Thus otkroveniya!" - will say the reader. In any technical subdivision without this, the service is unthinkable. Yes, this thus. But the fact is that for us these conditions bear character special. Indeed our enemy - stikhiya.... To contrast to it possible only clear system, orgaizovannost' in work.

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First of all - this timely and qualitative maintenance of machines. Then in subdivision much. The Shnekorotornye snow-ploughs are, combined street-sprinkling and washing machines (KPM), heat engines (TM), tractor-bulldozers, etc. By all for them it is necessary to maintain/withstand sharp prolonged nnagruzki, and without systematic attendance/departure, without careful preventive maintenance machines can fail them. Although old, the examples on this account in us, KA of regret, are.

The driver of the tractor of S-100 series M. Mayor did not lubricate the average leading disk of cohesiön/coupling. For so long and no longer, this converged. But once into hot for us ru tractor left the system. Series S. Satorov, driver of shnekorotornogo snow-plough, did not follow the lubrication of the reducer of rotor, he did not check the reliability of his fastening to frame. Result the same - snow-plough they sent into repair, when need in it was paramount.

Of course, we found the way out from position. But this indeed because part of the work which did not fulfill the named comrades, it arrived to the lot of their colleagues. Potreboalos' the overvoltage of forces, larger preparation time of airfield. these cases we qualified as ChP, vinovym in the failure of technology strong/firmly it reached on by komsomolsk collection, and from commander.

Fortunately, similar pairs rarely. Subdivision consists of

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people, who understand entire entrusted on them responsibility. Excellently contain technology the Junior Sergeant A. Commynes, the Privates A. Zhizhov, N. Veretenikov, N. Savelyov, A. Podoprigor and many others. Without this the work our is unthinkable.

It pairs, will straighten out snowstorm or snowfall to the nskol'ko of days, and all this time of machine must be in work. But mashkny as machines, and human possibilities have a limit. It occurs, that the people through ten - twelve of hours are found in succession beynd control, it is not always possible to eat up vozremya. But I do not remember the case in order that someone of the soldiers would pass, it complained itself on the difficulty of service. Kakto, remembers itself, they were exhausted everything, fatigue simply from struts wait: two days was not stopped in a row snowfall.

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I tell series V. Vergun: "Podi otdokhni!". But it smiles as the answer/response: "no already, comrade Chief Petty Officer. To us to rest is placed only in clear weather ... ". It was necessary with entire strictness to order for it, only then the Vergun transmitted machine to comrade.

In a similar situation not to manage without itself mutual interchangeability. To this question we give very serious attention. it would seem, in the subdivision where entire personnel -

avtospetsialisty, this to simply attain. But the fact is that some driver skills here insufficiently. It is required not not simple to sit at control necessary to know how to utilize all possibilities of technology, to solidly know the special feature/peculiarities of its operation. for example action TM is based on what the output gas jet, directed to band, free/releases it from glaze, it dries. And depending on the state of covering it is necessary to select the engine power rating of VK-1, to consider the height/altitude of its arrangement above the surface of band and the rate of the movement of machine, to skillfully regulate engine revolutions. Indeed on its vysode the temperature of gases exceeds 500-600°C. Do not consider entire this, and it is possible to lead band in unsuitability - to light to asphalt', but that also layer vyrvat'....

Airfield must be pure/clean constantly. And it is unimportant, is covered band with a polumetrovym layer of snow or its only barely priporoshilo is decontaminated it must be to osncvaiya. If, let us say, after the work of KPM, will remain although small parapet, during its mteli it will sweep off, is formed skidding and, which means, entire work will go badly.

Much depends on training and honesty in the work of personnel, but not less important role plays the skillful organization of work. it is necessary to think over, when to approach toward the purification/cleaning of band, after conforming to the data of weather report for a period of poltcv, to consider the state of band at the

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present torque/moment, correct to determine necessary for a work time and techniques, is correct to state the problem to personnel and to distribute forces in order that always would be reserve.

It is necessary to know how to tune people so that they not only clearly would make their official responsibilities, but also they were creatively initiative. Specifically, such creative working tune it helps us to successfully manage with task, to solidly hold the title of distinct subdivision. Among sopdat and serzhantoz many rationalizers. their propositions are directed toward facilitating the handling technology and its maintenance, to increase intervals between repairs, to save expendable materials, f l. They make it possible to increase labor productivity, raise quality works. So, on sergeant V. Kaymashnikova's proposition was designed trailer grader with a width of grip/capture of into five mrov. It can completely replace in work this machine as KPM-1. Its advantage lies in the fact that the hooked to strong tractor grader completely independently cleans band, whereas after the passage of KPM-1 is necessary another shnekorotor for the rejection of snow, since power KPM sometimes it is insufficient.

Or this example. After the sweeping wire brushes on runway and the re, remains the so-called "nap" - the metallic needles which during takeoff or landing/fitting can pozredit' aircraft tires. they removed them, as a rule, by hand. Chief Petty Officer U. Shcherbazichus designed magnitoulavlivatel' - bogie/carriage with a

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width of into two with the half of meter, in which from below at the height/altitude of 5-7 centimeters from the earth/ground were fixed magnetic shoes. Bogie/carriage is hooked to the machine of GAZ-69, and sufficient several minutes in order that band would be completely decontaminated from "nap".

Examples of the conscientious, in truth selfless and creative relation to the point it is possible to give much, and, honestly saying in order to name worthy in service, I could enumerate entire personnel of subdivision. Entire, be differently, would not have we a right to be called distinct subdivision. But such makes the high technical skill of spetsiaistov, soldier soldering, correctness to military duty and the sozianiye of the fact that our work in many respects contributes to boyegotovnoti to an entire part.

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